

(iv) The airspeed that provides an angle-of-attack margin to stall for not less than a 15 knot equivalent airspeed vertical gust with the critical engine inoperative at the power or thrust setting for approach at the reference flight path angle; and

(v) A speed that provides the maneuvering capability specified in paragraph (k) of Special Condition No. 1.

(3) Changes in configuration, power or thrust, and speed, must be made in accordance with the established procedures for service operation.

(4) The landing must be made without excessive vertical acceleration, tendency to bounce, nose over, ground loop, porpoise, or water loop.

(5) The landings may not require exceptional piloting skill or alertness.

(b) In lieu of compliance with § 25.125(b), the following applies: For land planes, the landing distance on land must be determined on level, smooth, dry and wet, hard-surfaced runways. In addition—

(1) The pressures on the wheel braking systems may not exceed those specified by the brake manufacturer;

(2) The brakes may not be used so as to cause excessive wear of brakes or tires; and

(3) Means other than wheel brakes may be used if that means—

(i) Is safe and reliable;

(ii) Is used so that consistent results can be expected in service; and

(iii) Is such that exceptional skill is not required to control the airplane.

(4) The average touchdown rate of descent must not exceed 4 feet per second and the approach flight path angle must be no greater than -3 degrees for a normal approach.

(c) Procedures must be established by the applicant for use in service that are consistent with those used to establish the performance data under this special condition. These procedures must be able to be consistently executed in service by crews of average skill, and must include, as applicable, speed additives for turbulence and gusts for approaches with all engines operating and with an engine failure on final approach, and the use of thrust reversers on all operative engines during the landing rollout.

(d) The procedures and performance data established under this special condition must be furnished in the Airplane Flight Manual.

13. Thrust for Landing Climb

In lieu of compliance with § 25.119(a), the following applies: The engines at the power or thrust that is available eight seconds after initiation of movement of

the power or thrust controls to the go-around power or thrust setting from the thrust level necessary to maintain a stabilized approach at a flight path angle two degrees steeper than the desired flight path angle.

Issued in Renton, WA on May 7, 1999.

John J. Hickey,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 99-12361 Filed 5-17-99; 8:45 am]

BILLING CODE 4910-13-U

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Airspace Docket No. 97-AWP-16]

Proposed Establishment of Class E Airspace; Minden, NV

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of proposed rulemaking.

SUMMARY: This notice proposes to establish a Class E airspace area at Minden, NV. The establishment of a Global Positioning System (GPS) GPS-A and GPS-B Standard Instrument Approach Procedure (SIAP) at Minden-Tahoe Airport has made this proposal necessary. Additional controlled airspace extending upward from 700 feet or more above the surface of the earth is needed to contain aircraft executing the GPS-A and GPS-B SIAP to Minden-Tahoe Airport. The intended effect of this proposal is to provide adequate controlled airspace for Instrument Flight Rules (IFR) operations at Minden-Tahoe Airport, Minden, NV.

DATES: Comments must be received on or before June 28, 1999.

ADDRESSES: Send comments on the proposal in triplicate to: Federal Aviation Administration, Attn: Manager, Airspace Branch, AWP-520, Docket No. 97-AWP-16, Air Traffic Division, 15000 Aviation Boulevard, Lawndale, California, 90261.

The official docket may be examined in the Office of the Regional Counsel, Western-Pacific Region, Federal Aviation Administration, Room 6007, 15000 Aviation Boulevard, Lawndale, California 90261.

An informal docket may also be examined during normal business hours at the Office of the Manager, Airspace Branch, Air Traffic Division at the above address.

FOR FURTHER INFORMATION CONTACT:

Larry Tonish, Air Traffic Airspace Specialist, Airspace Branch, AWP-520,

Air Traffic Division, Western-Pacific Region, Federal Aviation Administration, 15000 Aviation Boulevard, Lawndale, California, 90261, telephone (310) 725-6539.

SUPPLEMENTARY INFORMATION:

Comments Invited

Interested parties are invited to participate in this proposed rulemaking by submitting such written data, views, or arguments as they may desire. Comments that provide the factual basis supporting the views and suggestions presented are particularly helpful in developing reasoned regulatory decisions on the proposal. Comments are specifically invited on the overall regulatory, aeronautical, economic, environmental, and energy-related aspects of the proposal.

Communications should identify the airspace docket number and be submitted in triplicate to the address listed above. Commenters wishing the FAA to acknowledge receipt of their comments on this notice must submit with the comments a self-addressed, stamped postcard on which the following statement is made:

“Comments to Airspace Docket No. 97-AWP-16.” The postcard will be date/time stamped and returned to the commenter. All communications received on or before the specified closing date for comments will be considered before taking action on the proposed rule. The proposal contained in this notice may be changed in light of comments received. All comments submitted will be available for examination in the Airspace Branch, Air Traffic Division, 15000 Aviation Boulevard, Lawndale, California 90261, both before and after the closing date for comments. A report summarizing each substantive public contact with FAA personnel concerned with this rulemaking will be filed in the docket.

Availability of NPRM

Any person may obtain a copy of this Notice of Proposed Rulemaking (NPRM) by submitting a request to the Federal Aviation Administration, Airspace Branch, 15000 Aviation Boulevard, Lawndale, California 90261. Communications must identify the notice number of this NPRM. Persons interested in being placed on a mailing list for future NPRM's should also request a copy of Advisory Circular No. 11-2A, which describes the application procedures.

The Proposal

The FAA is considering an amendment to 14 CFR part 71 by establishing a Class E airspace area at

Minden, NV. The establishment of GPS-A and GPS-B SIAP at Minden-Tahoe Airport has made this proposal necessary. Additional controlled airspace extending upward from 700 feet above the surface is needed to contain aircraft executing the GPS approach procedures at Minden-Tahoe Airport. The intended effect of this proposal is to provide adequate controlled airspace for aircraft executing the GPS-A and GPS-B SIAP at Minden-Tahoe Airport, Minden-Tahoe, NV. Class E airspace designations are published in paragraph 6005 of FAA Order 7400.9F dated September 10, 1998, and effective September 16, 1998, which is incorporated by reference in 14 CFR 71.1. The Class E airspace designation listed in this document would be published subsequently in this Order.

The FAA has determined that this proposed regulation only involves an established body of technical regulations for which frequent and routine amendments are necessary to keep them operationally current. Therefore, this proposed regulation—(1) is not a “significant regulatory action” under Executive Order 12866; (2) is not a “significant rule” under DOT Regulatory Policies and Procedures (44 FR 11034; February 26, 1979); and (3) does not warrant preparation of a Regulatory Evaluation as the anticipated impact is so minimal. Since this is a routine matter that will only affect air traffic procedures and air navigation, it is certified that this proposed rule would not have a significant economic impact on a substantial number of small entities under the criteria of the Regulatory Flexibility Act.

List of Subjects in 14 CFR Part 71

Airspace, Incorporation by reference, Navigation (air).

The Proposed Amendment

In consideration of the foregoing, the Federal Aviation Administration proposes to amend 14 CFR part 71 as follows:

PART 71—DESIGNATION OF CLASS A, CLASS B, CLASS C, CLASS D, AND CLASS E AIRSPACE AREAS; ROUTES; AND REPORTING POINTS

1. The authority citation for 14 CFR part 71 continues to read as follows:

Authority: 49 U.S.C. 106(g), 40103, 40113, 40120; E.O. 10854, 24 FR 9565, 3 CFR 1959–1963 Comp., p. 389.

§ 71.1 [Amended]

2. The incorporation by reference in 14 CFR 71.1 of the Federal Aviation Administration Order 7400.9F, Airspace

Designations and Reporting Points, dated September 10, 1998, and effective September 16, 1998, is amended as follows:

Paragraph 6005 Class E airspace areas extending upward from 700 feet or more above the surface of the earth.

* * * * *

AWP NV E5 Minden, NV [New]

Minden-Tahoe Airport, NV
(Lat 39°00'02" long. 119°45'11"W)

That airspace extending upward from 700 feet above the surface and within a 6.5-mile radius of the Minden-Tahoe Airport.

* * * * *

Issued in Los Angeles, California, on May 6, 1999.

John Clancy,

Manager, Air Traffic Division, Western-Pacific Region.

[FR Doc. 99–12511 Filed 5–17–99; 8:45 am]

BILLING CODE 4910–13–M

NATIONAL AERONAUTICS AND SPACE ADMINISTRATION

14 CFR Part 1260

Withdrawal of Proposed Rule on Miscellaneous Revisions to the NASA Grant and Cooperative Agreement Handbook, Section A, Management Fee

AGENCY: National Aeronautics and Space Administration (NASA).

ACTION: Withdrawal of proposed rule.

SUMMARY: NASA published a proposed rule on December 29, 1998 (63 FR 71609), to revise the NASA Grant and Cooperative Agreement handbook (14 CFR part 1260) to specify that for all awards of new grants and cooperative agreements, and modifications of existing grants and cooperative agreements, management fee shall not be permitted. The rationale for the proposed rule was that management fee had been provided on less than 1 percent of NASA grants and cooperative agreements and that fee was generally not consistent with the purpose of financial assistance instruments. However, based on public comments, NASA has decided to withdraw the proposed rule because, in limited situations, a nominal fee may be warranted and necessary for the recipient to perform NASA research.

DATES: The proposed rule published at 63 FR 71609 is withdrawn May 18, 1999.

FOR FURTHER INFORMATION CONTACT: Reginald Walker, (202) 358–0443, Code

HC, Washington, DC 20546, e-mail: Reginald.Walker@hq.nasa.gov.

Tom Luedtke,

Acting Associate Administrator for Procurement.

[FR Doc. 99–12373 Filed 5–17–99; 8:45 am]

BILLING CODE 7510–01–P

DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT

24 CFR Chapter IX

[Docket No. FR–4459–N–04]

Negotiated Rulemaking Committee on Section 8 Housing Certificate Fund Rule; Meetings

AGENCY: Office of the Assistant Secretary for Public and Indian Housing, HUD.

ACTION: Negotiated Rulemaking Committee meetings.

SUMMARY: This document announces the second, third, fourth, and fifth meetings of the Negotiated Rulemaking Committee on Section 8 Tenant-based Contract Renewal Allocation. These meetings are sponsored by HUD for the purpose of discussing and negotiating a proposed rule that would change the current method of distributing funds to public housing agencies (PHAs) for purposes of renewing assistance contracts in the tenant-based Section 8 program.

DATES: The second committee meeting will be held on June 2 and June 3, 1999. The third committee meeting will be held on June 21 and June 22, 1999. The fourth committee meeting will be held on July 19 and July 20, 1999. The fifth committee meeting will be held on August 19 and 20, 1999. All meetings will begin at approximately 9:00 am and conclude at approximately 5:00 pm.

ADDRESSES: The second committee meeting will take place at Hyatt Dulles Hotel (Concorde Ballroom), 2300 Dulles Corner Boulevard, Herndon, VA 22701. The locations of the third, fourth and fifth committee meetings will be announced through separate **Federal Register** document.

FOR FURTHER INFORMATION CONTACT: Robert Dalzell, Senior Program Advisor, Office of Public and Assisted Housing Delivery, Office of Public and Indian Housing, Room 4204, Department of Housing and Urban Development, 451 Seventh Street, SW, Washington, DC 20410–0500; telephone (202) 708–1380 (this telephone number is not toll-free). Hearing or speech-impaired individuals may access this number via TTY by